10/777,140

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Terms	Documents
L36 and 701/?.ccls.	1

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Search: L37

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Search History

DATE: Saturday, February 19, 2005 Printable Copy Create Case

G05D 1/00
G06F 17/00
F02M 15/02
123/378, 542, 179.18, 142.5R

Set Name side by side	Query	Hit Count	Set Name result set
DB=PGPB,USPT; THES=ASSIGNEE; PLUR=YES; OP=OR			
L37	L36 and 701/?.ccls.	1	L37
L36	(power with (control$ or manag$)) and ((fuel$ with curve) same (select$ or modif$ or choos$)) and @ad<=20030214	310	L36
L35	L34 and 701/?.ccls.	2	L35
L34	(power with manag$) and ((fuel$ with (line or curve or graph)) same (select$ or modif$ or choos$)) and @ad<=20030214	89	L34
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L32	L31 and curve	1	L32
L31	L30 and "vehicle drive override subsystem"	1	L31
L30	levine.in. and fuel	14	L30
DB=USPT; THES=ASSIGNEE; PLUR=YES; OP=OR			

L29	L26 and (fuel$ same (select$ or modif$ or choos$))	1	L29
L28	L26 and ((fuel$ same (line or curve or graph)) same (select$ or modif$ or choos$))	0	L28
L27	L26 and ((fuel$ with (line or curve or graph)) same (select$ or modif$ or choos$))	0	L27
L26	6644272.pn.	1	L26
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L25	L23 and 6644272.pn.	0	L25
L24	L23 ad 6644272.pn.	93727	L24
L23	L22 and 701/?.ccls.	22	L23
L22	(fuel near2 (line or curve or graph)) and @ad<=20030214	19420	L22
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L20	L16 and (surfac$ with friction$)5918953.pn.	19	L20
L19	L16 and (surfac$ with friction$)	18	L19
L18	l16 not L17	4	L18
L17	L16 and (first near2 control$) and (second near2 control$)	16	L17
L16	L15 and surface and brak$	20	L16
L15	L14 and l8	21	L15
L14	l9 or l10 or l11 or l12 or L13	3023	L14
L13	180/197.ccls.	1226	L13
L12	303/139,163.ccls.	212	L12
L11	73/146.ccls.	983	L11
L10	303/117,152.ccls.	127	L10
L9	701/71-75,80.ccls.	791	L9
L8	L1 and (first near3 control$) and (second near3 control$) and (reduc$ with threshold$) and (friction$ near4 coefficient)	74	L8
L7	L3 and (first near3 control$) and (second near3 control$)	0	L7
DB=PGPB,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR			
L6	L4 and (reduc$ with threshold$) and (friction$ near4 coefficient)	1	L6
L5	L4 and (reduc$ with threshold$) and (friction$ near2 coefficient)	1	L5
L4	L3 and (first near2 control$) and (second near2 control$)	119	L4
L3	(antiskid$ or "anti-skid" with control$) and @pd<=20021227	6697	L3
DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR			
L2	L1	2797	L2
DB=USPT; THES=ASSIGNEE; PLUR=YES; OP=OR			
L1	(antiskid$ or "anti-skid" with control$) and @ad<=20021227	2797	L1

END OF SEARCH HISTORY

L37: Entry 1 of 1 File: PGPB Jun 28, 2001

PGPUB-DOCUMENT-NUMBER: 20010005803
PGPUB-FILING-TYPE: new-utility
DOCUMENT-IDENTIFIER: US 20010005803 A1

TITLE: Vehicle suspension control system

PUBLICATION-DATE: June 28, 2001

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
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APPL-NO: 09/ 752262 [PALM]
DATE FILED: December 29, 2000

RELATED-US-APPL-DATA:
Application 09/752262 is a continuation-in-part-of US application 08/878380, filed June 18, 1997, PENDING

INT-CL: [07] G05 D 1/00

US-CL-PUBLISHED: 701/1
US-CL-CURRENT: 701/1

REPRESENTATIVE-FIGURES: 2

ABSTRACT:

The present invention is intended for use with a motor vehicle having at least one fluid-pressurized height adjusting member having first and second separable components. Apparatus constructed in accordance with the invention includes an integrated vehicle ride height system control system. The control system includes an electronic output drive signal circuit and input signal interpretation circuit to electronically interface with at least one position sensor. The position sensor provides output signals related to extent of separation of said first and second separable components of the fluid pressurized height adjusting member.

CROSS REFERENCE TO RELATED APPLICATIONS

[0001] The present application is a continuation in part of U.S. patent application Ser. No. 08/878,380, filed Jun. 18, 1997 entitled Linear Position Sensor System. The subject matter of this application is incorporated herein by reference.

L37: Entry 1 of 1 File: PGPB Jun 28, 2001

DOCUMENT-IDENTIFIER: US 20010005803 A1
TITLE: Vehicle suspension control system

Application Filing Date:
20001229

Current US Classification, US Primary Class/Subclass:
701/1

Summary of Invention Paragraph:
[0007] Vehicle performance and handling improvements enabled by dynamic stability controls and electronic suspensions are becoming more practical when powered by higher voltages as for example new proposed 42 volt DC supplies. Peak and average power loads reported for a typical active suspension system are 12K Watt and 360 Watt, respectively. Technological advancements in sensing, computing, suspension mechanisms, fluid power, electrical power, and controls result in various active system control implementations responding to multiple static and dynamic vehicle and suspension unit inputs.

Summary of Invention Paragraph:
[0016] The exemplary control system also includes an electronic output circuitry to drive output power control for at least one fluid flow valve which applies pressure to the at least one fluid-pressurized height adjusting member to actuate the height adjusting member to raise the vehicle. The exemplary control system also provides an electronic output coupled to at least one fluid flow valve which releases pressure from the fluid-pressurized height adjusting member to lower the vehicle. The control system also includes electronic output circuitry to control a fluid pressure pump to provide system fluid power.

Detail Description Paragraph:
[0026] The exemplary control system also includes an electronic output circuitry to drive output power control for at least one air flow valve which selectively applies pressure to the air bag spring 20 to raise the vehicle. The exemplary control system also provides an electronic output coupled to at least one air flow valve which releases pressure from the air bag spring 20 to lower the vehicle. The control system also includes electronic output circuitry to control an air pressure pump or compressor 34 to provide system air power.

Detail Description Paragraph:
[0030] The vehicle ignition is used to power up the controller 12 and in accordance with the exemplary embodiment is a 12 volt positive switch signal. Ground to the controller 12 is provided from the negative vehicle battery terminal. The pressure sensor 22 provides an signal input to the controller 12. The pressure sensor has a working range of 0-150 pounds per square inch and will provide the controller 12 with an analog voltage signal from 0-5 volts that is proportional to pressure. The height position sensor 14 has an active range of 77 millimeters. The height position sensor 14 also provides an analog voltage signal in the range from 1-4 volts. A kneel switch 36 provides an input to the controller 12 that informs the

controller that the user wants the vehicle to switch between a trim mode and a kneel mode. A kneel position is defined as the vehicle position when air bladders of the spring 20 are vented to atmosphere to lower the vehicle body including the frame to a minimum position. The kneel switch also is used to enter a kill or off mode described below.

CLAIMS:

1. For use with a motor vehicle having at least one fluid-pressurized height adjusting member having first and second separable components, an integrated vehicle ride height system controller apparatus comprising: a) electronic output drive signal circuitry and input signal interpretation circuitry to electronically interface with at least one position sensor which provides output signals related to extent of separation of said first and second separable components of said at least one fluid pressurized height adjusting member; b) electronic input and/or output circuitry to interface with at least one fluid pressure sensor which provides output signals related to said at least one fluid-pressurized height-adjusting member; c) electronic output circuitry to actuate one or more fluid flow valves which apply pressure to said at least one fluid-pressurized height adjusting member to actuate raising thereof and wherein said one or more fluid flow valves release pressure from said at least one fluid-pressurized height adjusting member to actuate lowering thereof; d) electronic output circuitry to drive output power control for said at least one fluid pressure pump to provide system fluid power; and e) electronic circuitry incorporating control instructions for vehicle height control output functions in response to vehicle input signals.

20. The apparatus of claim 1 additionally comprising electronic circuitry to interface with a vehicle engine to modify engine intake air/fuel ratio to modify the torque curve to adapt to changes in load, speed, and/or road condition.

45. For use with a motor vehicle having at least one fluid-pressurized height adjusting member having first and second separable components, a vehicle ride height control method comprising: a) monitoring an output from at least one position sensor which provides output signals related to extent of separation of said first and second separable components of at least one fluid pressurized height adjusting member; b) monitoring an output from at least one fluid pressure sensor which provides output signals related to said at least one fluid-pressurized height-adjusting member; c) actuating one or more fluid flow valves which apply pressure to said at least one fluid-pressurized height adjusting member to actuate raising and lowering of a portion of the motor vehicle with respect to a road surface; and d) controlling at least one fluid pressure pump to provide system fluid power for pressurizing the height adjusting member.

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L29: Entry 1 of 1 File: USPT Nov 11, 2003

US-PAT-NO: 6644272
DOCUMENT-IDENTIFIER: US 6644272 B2

TITLE: Diesel engine

DATE-ISSUED: November 11, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
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Okazaki; Tooru	Oyama			JP
Sato; Hiroyasu	Oyama			JP
Sakasai; Takashi	Oyama			JP

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
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APPL-NO: 10/ 095018 [PALM]
DATE FILED: March 12, 2002

FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	APPL-DATE
JP	2001-070205	March 13, 2001
JP	2001-272590	September 7, 2001

INT-CL: [07] F02 M 15/02

US-CL-ISSUED: 123/378; 123/542, 123/179.18, 123/142.5R
US-CL-CURRENT: 123/378; 123/142.5R, 123/179.18, 123/542

FIELD-OF-SEARCH: 123/378, 123/542, 123/179.18, 123/142.5R

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

Search Selected Search ALL Clear

	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
☐	4665319	May 1987	Seepe et al.	290/3

FOREIGN PATENT DOCUMENTS

FOREIGN-PAT-NO	PUBN-DATE	COUNTRY	US-CL
56-056939	May 1981	JP	
04-232346	August 1992	JP	
05-141282	June 1993	JP	

ART-UNIT: 3747

PRIMARY-EXAMINER: Solis; Erick

ATTY-AGENT-FIRM: Armstrong, Westerman & Hattoi, LLP

ABSTRACT:

A diesel engine (1) has: a flow adjuster (10) for throttling exhaust flow; an intake heater (71) for heating intake air; a thermal medium circulator (72) for circulating a thermal medium to warm the diesel engine (1); a cylinder cut-off device (73) for conducting cylinder cut-off; and a fuel injection timing advancing device (74) for advancing timing for supplying fuel to a cylinder, the respective devices being actuated at least from pre-high-idle step to a neighborhood of high-idle condition, so that fuel combustion stabilization of the diesel engine (1) can be rapidly enhanced during a period where less fuel is supplied into the cylinder and fuel combustion time is short, thus greatly reducing discharge of white smoke and possibility of engine bunching.

32 Claims, 18 Drawing figures

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